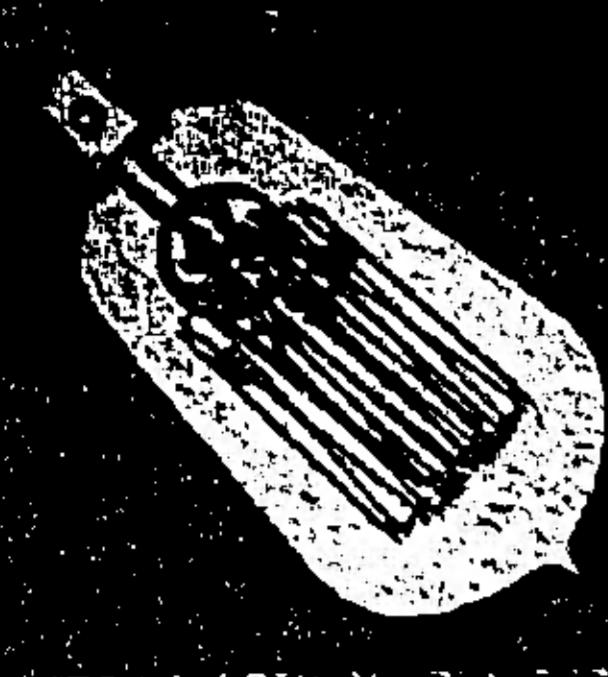


EDISON LAMPS



Hongkong Telegraph

FOUNDED 1861
NO. 74182

六月七日號

SATURDAY, JULY 2, 1921.

單期

每期一元

MINERS TO RETURN.

Mr. Hodges' Instructions.

(Reuter's Service.)

London, June 30.

After the meeting of the Miners' Executive, Mr. Hodges stated that a telegram had been sent to the districts, stating that in view of the overwhelming vote in favour of acceptance of the terms, the miners should return to work without delay.

All-Round Congratulations.

London, July 2.

The Government, owners and miners' representatives have formally signed the agreement amid all-round congratulations.

THE LEAGUE AND LABOUR.

British Government's Attitude.

London, June 30.

In the House of Commons, in the course of a discussion on the Washington Labour Conventions, Dr. Macnamara said that the Government was prepared to ratify the Conventions, except as regards an eight hour day and maternity benefit. It was proposed to request the League of Nations to call a special conference to consider framing more elastic hours.

Mr. Chamberlain repudiated the suggestion that the Government desired to wreck the League of Nations or to render futile the labour organisation arising therefrom. But he pointed out that the accomplishment of all the ideals of labour organisation was impossible as long as some of the greatest industrial nations, for example the United States, were not parties to its decisions.

On the motion of Dr. Macnamara the policy of the Government in regard to the Conventions was approved by 184 votes to 53.

LADIES' TENNIS.

Easy Victory for French Champion.

London, June 30.

At Wimbledon, Mme. Lenglen beat Miss Ryan by 6/2, 6/0 in the Ladies' Championship.

Disappointing Play.

The world's championship ladies' singles final was played in the presence of H.M. the Queen and Princess Mary. Half a hour's disappointing game sufficed for Mme. Lenglen totally to vanquish Miss Ryan, who was out-manoeuvred and out-played by a vastly superior player. Mme. Lenglen was always unextended, her terrific service and hard returns being feebly resisted. It was her easiest victory in the championship.

A Gent's Result.

Later.

In the gentlemen's doubles semi-final Lycett and Woosnam beat Roper Barrett and Norton 8/6, 2/6, 6/3, 6/4.

AN "OMNIBUS" RESOLUTION.

The Opinions of Commerce.

London, June 30.

Before closing, the Congress of International Chambers of Commerce passed a resolution in favour of the construction of the Channel Tunnel, the inauguration of an Anglo-Continental railway service, urging the development and improvement of electric communications, recommending the return of pre-war conditions as regards passports with reduced fees, and the abolition of risas. It was announced that Japan had decided to join the Congress.

HOME CRICKET.

Country Results.

London, June 30.

N. H. beat Kent by eight wickets.
S. S. & S. beat Leicester by an innings and 27 runs.
Players beat the Gentlemen by an innings and three runs.
Marylebone beat Oxford by 163 runs.

BRITAIN'S REVENUE AND EXPENDITURE.

London, June 30.

The increase in the British revenue returns are chiefly due to a fall-off in the sales of surplus war stores, amounting to £34,000,000, and a fall in the yield from Excess Profits Duty from £32,000,000 to £17,000,000.

The expenditure was £271,000,000 being a decrease of only £13,000,000 as compared with last year.

FRENCH GOLF CHAMPIONSHIP.

London, June 30.

At Le Touquet in the French open golf championship, Boomer (St. Cloud) beat Missy who retired at the sixteenth hole.

INQUEST ON DEATH OF LADY RANDOLPH CHURCHILL.

London, June 30.

At the inquest on Lady Randolph Churchill a verdict of accidental death was returned.

HOORAY!

London, June 30.

Lord Northcliffe is going to Australia for the winter.

THE BIG FIGHT.

Alteration in Betting.

New York, July 2.

The odds on Dempsey have shortened to 2 to 1, but takers are scarce.

U.S. ENDS STATE OF WAR.

Washington, July 2.

Congress has completed the enactment of the resolution mentioned on 30th June ending the state of war.

DIJAMBI OILFIELDS.

The Hague, July 2.

The First Chamber has passed the Dijambi Oilfields Bill by 16 to 18.

(Other Telegrams on Page 4.)

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent)

RUBBER SITUATION.

Singapore, July 1.

The Straits Association is reconsidering the calling of a public meeting on the rubber situation and demanding Government action.

At the Sandycroft Rubber Company's meeting, at which a loss of £22,407 was reported, Mr. Peck, who regularly attends the local Company meetings, flatly criticised the directors, secretaries and auditors fees owing to current circumstances.

The Pulaubulang-Rubber Company, formed in 1910 with an average of 27,625 and capital of four million dollars, later reduced to two millions, and floated with great prospects, after many vicissitudes is now going into voluntary liquidation. Labour is being repatriated and staff discharged. The property will be auctioned but it is not expected the proceeds will meet the liabilities, amounting to £500,000 of which £400,000 are debentures of shareholders who will therefore lose all. The shares, originally ten dollars were reduced to four dollars yesterday and are quoted at thirty cents.

It will be remembered that in November last, when there were persistent rumours of the Bank being in difficulties, something of a run took place at the local office, following a news item in the *Hongkong Telegraph*. A great number of small local investors then withdrew their savings, but the tight emergency in which the Bank found itself was tided over on receipt of a reassuring telegram from Paris and confidence was in the main restored. Owing, it is said, to the Bank having over-financed certain French businesses and indulged in speculative exchange dealings, it was unable to recover its stability and, through the withdrawal of support from Paris institutions, it has now had to close its doors.

The Bank, in its announcement, gives its subscribed capital as 150,000,000 francs; the paid up capital as F. 75,000,000; the reserve funds as F. 60,000,000, and the deposits as F. 825,000,000.

The Chinese Government owns one-third of the capital. The Head Office is in Paris and the Bank has branches at Antwerp, Batavia, Bordeaux, Canton, Foochow, Haiphong, Hankow, Hanoi, Hongkong, London, Lyons, Marseilles, Moukden, New York, Peking, Paoch, Pehu, Saigon, Shanghai, Singapore, Swatow, Tientsin, Tsinanfu, Vladivostock, Yokohama and Yunnanfu.

SHANGHAI RICE SITUATION.

Shanghai, July 1.

The rice shops in the Settlement are open but not selling. The shops in the Chinese city and in French town are open and selling as usual. The Chamber of Commerce this morning asked the Municipal Council to rescind the leases. The Council in a proclamation promises protection against agitators and urges the dealers to sell. The Guild at a meeting this morning remained obdurate.

SHANGHAI POLICE TROUBLE.

Shanghai, July 1.

Six of the eight dismissed members of the Municipal Police have been ordered to quit barracks.

A court action is promised.

ASSAULT CASES.

Alleged Stabbing Affrays.

A case came before Mr. R. E. Lindsell this morning in which a man was charged with stabbing another man with a pair of scissors. It is alleged that the complainant in the case was playing with some children outside defendant's shop and this hindered defendant in his work, with the result that there was a quarrel. Defendant told the police that complainant it was about to strike him with a pole and he stabbed him with the scissors. Complainant is at present in hospital and a remand was granted.

Another a suit case was one alleged to have taken place at Kowloon Dock yesterday. Complainant in this case is a foreman carpenter and it is alleged complainant wounded defendant with a saw and defendant stabbed complainant in the hip with a chisel. Complainant being in hospital defendant was remanded.

FRENCH BANK SMASH.

Industrielle de Chine Suspends Payment.

30-DAY LOCAL STRIKE.

The news of the failure of the Bank Industrielle de Chine which was received in the Colony by Reuter's cables late yesterday afternoon, has come as a sad blow to many of the Colony's residents.

That such news was not wholly unexpected was proved by the rumours which prevailed in town on Thursday afternoon that the Shanghai branch of the Bank had closed its doors and by the reference in one of Reuter's telegrams on Friday morning that a certain French Bank in the Far East would not be given any further support by other French banking institutions. Yesterday, being a Bank holiday, it was not possible to ascertain whether there was a likelihood of the Bank definitely closing or not, but by the afternoon decisive news had been received from Home.

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A few hours later, the Bank Industrielle de Chine suspended payment.

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is the same as the Bank

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LORD SHAW'S STORIES

Interesting Recollections of
Public Men.

In "Letters to Isabel," Lord Shaw of Dunhamshire has chronicled many of his memoirs and reminiscences of his own career and of the public men with whom he was associated.

Of Professor Maxon he says:—"I remember and I practised one of his rules. That rule has, I feel convinced, enriched many a life. It was something like this—When anything strikes you in a great part mark the passage, know and learn it if you can by heart. If you do that it will go with you to the end of the world. It will become part of yourself. That is culture. In my own case, as in the case of a whole generation, this grave and simple and by no means recordite lesson has been a veritable well-spring of joy."

ABERDONIAN'S HEADS.
Giving his reminiscences of the Midlothian campaigns, Lord Shaw reproduces conversations with Gladstone, and remarks upon the great statesman's habit of lighting up an abstract argument with the phrase "I will give you an instance." Mr. Gladstone was staying at the time with Dean of Faculty Halford, afterwards Lord President Kinross.

"We were introduced to him in turn. As one of our number (who shall be nameless) was presented to him, with a head not large by any means, and gleaming in its baldness, Mr. Gladstone, moved by some fit, no doubt, of association of ideas, got the conversation on to the subject of heads and their varying sizes. 'I am told,' said he, 'that the largest of heads to be found in these islands is in Aberdeen. Mr. Cooper, of the Scotsman—in those days (with a smile) when the Scotsman pursued a sound and sensible policy—related to me an anecdote. He himself has a large head, so large that upon one occasion no size in the front department of a hatter's shop could be found to fit it; whereupon the hatter called (in Mr. Cooper's hearing) to his assistant in the back shop, 'Jimmy, bring me the Aberdeen size!'"

CHURCHILL FOOTS THE BILL.
He recalls an occasion after he became Lord Advocate when he attended a dinner at which were Mr. Lloyd George, Colonial Secy., Mr. McKenna, and Mr. Winston Churchill.

"There arose a great clamour as to who was to pay for the dinner. Colonel Seely explained that he had just made £50 of profit on the sale of a boat 'Well, as for me,' says Winston, 'I have at this moment a cheque for £1000 from—in part payment of what is due me for writing my father's life.' That settled it. It was agreed with acclamation that he should pay for the dinner."

WHAT KITCHENER SAID TO
SMUTS.

Lord Shaw lays stress upon the policy of Sir Henry Campbell-Bannerman as the reconciling force in South Africa, and he tells, on the authority of General Smuts, a story of Lord Kitchener.

When the peace negotiations at Vereeniging in 1902 threatened to prove abortive, Lord Kitchener asked General Smuts to come out for a little, and the two walked up and down in the darkness. Kitchener said "Look here, Smuts, there is something on my mind that I want to tell you. I can only give it as my opinion, but my opinion is that in two years' time a Liberal Government will be in power, and if a Liberal Government comes into power it will grant you a Constitution for South Africa."



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SMUTS REPLIED THAT, IF HE COULD
BE SURE OF THAT, IT WOULD MAKE A
GREAT DIFFERENCE, AND KITCHENER
ASSURED HIM THAT HE HONESTLY BE-
LIEVED IT WOULD HAPPEN. "THAT,"
GENERAL SMUTS TOLD LORD SHAW,
"ACCOMPLISHED THE PEACE."

A GUINEA FOR R. L. B.
Among Lord Shaw's recollec-
tions is a sight of R. L. Steven-
son, "with his very white wig
and his glossy, dark hair, his
complexion of ivory pallor,
and his gleaming dark eyes." An
amusing story is told about him:
"A few days after Stevenson
went to the Bar he had got a
guinea sent to him, with in-
structions. His sole duty was
to ask the Judge for inti-
mation and service of a peti-
tion. . . . All he had to do was
to stand up at the Bar and utter
three words interrogatively. In
that, after all there was some-
thing in Lord's idea. When the
cross-examination finished my
clerk pulled my gown and said
to me:—'Lord has given
instructions to double your
brief fee.' Then came an-
other director. At the
close of his evidence, my clerk
again pulled my gown and said:
—'Lord has given instructions
to treble your brief fee.' I then
turned to him and said:—'Any
more directors?' " "And were
there?" inquired Lord Shaw of
Sir William. "Alas, no, Shaw,"
said he. "They wouldn't face
the music. The Bill collapsed."
LLOYD GEORGE'S SUPREMACY.
Dealing with the Parliament-
ary figures on the Radical side
during that party's ten years
in the wilderness after the
cordite vote of 1895, Lord Shaw
says of the present Prince
Minister:—

"None of us could hold the
candle to Lloyd George. He
developed an amazing Parlia-
mentary dexterity, and no man
in charge of a Government Bill
could afford to disregard him.
He was no obstructionist. Of
course, he could afford to disregard him;
but the moral anxiety with
which he could invest a trifle
of expression and show the
superiority of the word 'which'
to the word 'that' was enough
to send the Minister in charge
of a measure into fits of fury.
The rest of us, of course, into fits
of laughter. Then, out of
all this cloud of fine
sudden would come from
him a gleam of real eloquence,
revealing dangers and defects in
the Bill and a new and a better
way. I suppose it is wicked
to be proud of it, but we had a great
time."

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EARLIER TELEGRAMS.

BANK SMASH.

Paris, July 1.
The Banque Industrielle de Chine has suspended payment. The President of the Seine Commercial Tribunal has ordered an enquiry into the suspension of payment by the Banque Industrielle de Chine.

The Directors of the Bank de Paris, interviewed by a representative of the *Temps*, expressed profound regret at the suspension at a moment when the Deutsche Asiatische Bank was reopening all its branches and declared that with energy and good-will it could have been saved. The Banque Libre affirms that the situation could have been saved if the proposal had been accepted that the Banque de France should advance one hundred million francs on a guarantee of 147 million Chinese Treasury Bonds.

THE DEMPSEY-CARPENTIER CLASH.

New York, July 1.
Most complete arrangements have been made to inform the world by wireless of the result of the prize fight. Aeroplanes will carry photographs of the fight seaward and deliver them to steamers proceeding to Europe. The steamers will be met by aeroplanes near the English coast, which will deliver the photographs in London and Paris. The Attorney General, Mr. Dougherty, the Under Secretary of the Navy, Mr. Roosevelt and the Governor of New Jersey will be among the crowd of notables who will witness the fight. A special train is bringing a thousand cinema celebrities from California.

It has been finally decided that the ring for the fight be eighteen feet, which is interpreted in some quarters as meaning that Carpenter will take the offensive.

CARGO PILFERING.

London, July 1.
The second interim report of the Pilferage Committee condemns Customs issuing bills of lading with goods received for shipment as this facilitates pilferage and urges shipowners not to issue a "shipped" bill of lading until the goods are aboard the steamer. The report says that, owing to lack of support, the London police scheme for supervision of cargoes is about to be withdrawn from certain docks, chiefly used by lines uncontrolled in London, but it is understood the police authorities are considering the extension of the London special dock police. The scheme for the whole river will cost £50,000 annually. The report recommends shipowners to keep in touch with the Department of Overseas Trade and its commercial secretaries abroad who have already rendered valuable assistance in connection with pilferage.

THE COAL SETTLEMENT.

London, July 1.
The House of Commons voted a Government subsidy to the mining industry without division. Sir Robert Horne said the settlement did not include any arrangement as to the future price of coal, which was left open to ordinary market changes.

FRENCH RACING.

Paris, June 27.
Longchamps' race meeting yesterday, culminating in the Grand Prix Steeplechase, attracted immense crowds, including a large number of prominent British sportsmen, many coming direct from London in airplanes.—*Vale*.

JAPANESE CROWN PRINCE.

Paris, June 27.
Under Marshall Petain's guidance the Japanese Crown Prince visited Verdun and the battlefields near by.

ITALIAN CABINET.

Paris, June 27.
It is reported from Rome that owing to getting a weak majority about foreign policy, the Cabinet has resigned.—*Vale*.

NORWEGIAN SHIPPING VENTURE.

Christiansia, July 1.
A Norwegian shipping company will shortly inaugurate a regular Petrograd-New York service.

U.S. SUPREME COURT.

Washington, July 1.
Ex-President Taft has been appointed Chief Justice of the United States.

WIMBLEDON TENNIS.

London, July 1.
At Wimbledon, in the fourth round of the All England Plate, Dr. Fyze beat Kidman, 6-2, 6-4, and in the fifth round, Fisher beat Dr. Fyze, 8-6, 1-6, 6-4.

THE THIRD TEST.

London, July 1.
The presence of Brown (Hampshire) and Ducat (Surrey) has been requested at Leeds. Brown will be wicket keeper. Head is not playing. The exact team will be decided to-morrow.

PROTECTION OF WARSHIPS.

Defying Torpedoes.

There is evidently a distinct issue between the present and the earlier Director of Naval Construction as to the value of bulges. The actual amount of material used for protection against torpedo attack seems to be very little different in the case of the Hood and the Queen Elizabeth; the former having a bulge and the latter vertical sides. There is no doubt that the outside of the bulge is farther away from the vitals of the ship in the case of the Hood than in the Queen Elizabeth, but in order to obtain this the ship has to be made much broader. This advantage of the Hood over the Queen Elizabeth is not due to the bulge, but to the extreme beam of the ship. A recent correspondent to *The Times* has pointed out that the Baden, the German battleship which Sir Eustace D'Eyncourt has compared with the Royal Sovereign, was 10 ft. wider, so that it would seem as if the German had appreciated the benefit of greater beam, but had availed themselves of it without adopting a bulge form of construction. There is no doubt that the German ships withstood a great deal of damage without sinking, and that they were attacked by both guns and torpedoes very severely.

Sir Philip Watt and Sir Westcott Abbott have recently contributed to this discussion in *The Times*, and both have called attention to the necessity for the provision of sufficient beam to ensure adequate stability should the side protection be defeated, and both are of opinion that the best way to ensure this stability as well as to obtain the protection by the best available construction of the side is a matter which deserves the most careful consideration. Sir John Biles has also contributed to *The Times* discussion without entering into the relative merits of the bulge or vertical side. He has followed up the views expressed by him at the Institution of Naval Architects, and has reminded the authorities "That a policy adopted deliberately to void criticism is likely to be harmful to the country and to the science of naval design as well as to those who practice it," and urges that the design of the new British capital ships may well be referred to a suitable committee for consideration, to the satisfaction of all concerned.

Nearly all that can be said for and against the bulges in public discussion has been said and it is not easy without more detailed information, such as could be placed before a competent committee, to reach any reliable conclusion. The bulges undoubtedly were a satisfactory way of adding to the stability of existing ships, whose stability was deficient. The bulges also keep the point at which the torpedo exploded further away from the vitals of the ship. Whether this is the best way to give the ship the necessary stability and protection seems to us to be sufficiently in dispute to necessitate a thorough investigation of the question by a competent and independent committee. The protection of our battleships from torpedo attack is of vital importance so long as we rely on these battleships for our naval defence. Sir Philip Watt thinks that we should go farther than we have done and that portable shields should be carried. Undoubtedly, if they can be successfully carried they will afford another and a powerful line of defence. The matter is bristling with intricate technicalities, but no harm can be done by, and good is likely to follow, a thorough investigation. Without doubt such an investigation can only be made by considering the whole designs of our recent battleships, and a committee which could do this would have to be similar in character to Lord Dufferin's Committee of 1870 and Lord Fisher's of 1903 on Warship Design.—*Engineering*

CRICKETER'S LONELY DEATH.

Peculiar circumstances surrounding the death of Frederick Sheldon (30), a Clitheroe cricketer, were investigated by the local coroner. Sheldon left home to visit a technical school where he was weaving master, but failed to return. His dead body was found by two children laying in the posture of drinking near a stream. Sheldon lost an eye at the Dardanelles, and it is believed that this injury was in some measure responsible for his fatal seizure. The inquest was held on the first anniversary of his death. A verdict of "Natural causes" was returned.

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TO LET.—Furnished, from June 24th to October 4th, No. 22, the Peak. Apply G. M. Harston, Hotel Mansions.

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NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 4th day of July, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Area in Acres	Annual Rent	Current Rent
Land Lot No. 237.	Locality	212	As per sale plan	212
Land Lot No. 237.	Locality	213	As per sale plan	213
Land Lot No. 237.	Locality	214	As per sale plan	214
Land Lot No. 237.	Locality	215	As per sale plan	215
Land Lot No. 237.	Locality	216	As per sale plan	216

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SLIMPOPOON COAL.

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PATRONAL FESTIVAL
SUNDAY, July 3rd 1921.

8 a.m. Holy Communion
11 a.m. Procession, Choral
Eucharist & Sermon.

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KOWLOON CANTON
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The Public is hereby notified that after Sunday, the 3rd July, the 8.35 train from Kowloon on Sundays and Public Holidays will be discontinued until further notice.

By Order.

H. P. WINSLOW,
Manager.

Kowloon, 30th June, 1921.

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NOTICE TO AMERICANS.

Send name and address if you would be interested in making a small investment in our co-operatively Managed Stock Ranch, located in California, where \$50.00 will earn you about \$50.00 per year. Each investment is secured with land and without care or attention on your part, Back references furnished.

We also take full charge of property in any part of California, for absent owner.—Wm. J. Bush, 701, Humboldt Bank Building, San Francisco, California.

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1/2 oz. powder U.S.P. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weakness. Sold by Leading Chemists. Price in England £1. Dr. Lecher, Med. Co., Haverton Woods, London, S.E. 10. The Trade Mark word "Therapión" is on the label, many others to genuine packets.

CHURCH SERVICES.

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MAY BE MADE FOR
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St. John's Cathedral, Hongkong, 3rd July, 1921, 8th Sunday after Trinity.—Holy Communion (7.50 a.m.); Children's Service (10 a.m.); Service, Hymns; Matins (11 a.m.); Responses, Ferial; Venite, Tucker (18th); Psalm 22 Elvay; Te Deum, Lawes, Cooke, Hopkins; Benedicite, Langdon; Benedictus, Anthem; "Come Holy Ghost," Allwood; Hymn, 222 (2nd Tune); Sevenfold Amen; God Save The King; Holy Communion (12 noon); Evensong (6 p.m.); Responses, Ferial; Psalm, 36 Trent; Magnificat, Smart; Nunc Dimittis; Wesley; Anthem; Hymns, 178 (1st part), 197, 23; Sevenfold Amen; Voluntary.

The Wesleyan Church, Queen's Road, (opposite Royal Naval Hospital), Wanchai, Sunday, 3rd July, 1921, 10.15 a.m. Divine Service and Church Parade: Subject: "Attention." 6 p.m. Short Evening Service, followed by the Holy Communion. Subject: "The Real Presence." Preacher, Rev. C. Clouston Porri H.C.F. Special Soloist. The Wesleyan Sailor's and Soldier's Home, Arsenal Street, Sunday, 8.15 p.m. Chaplain's Meeting and Social Hour. Wednesday, 8.30 p.m. Study Circle and Class. Subject: "Possession" introduced by Pte. Hautain. Friday, 5.30 p.m. 1st Wanchai Troop Boy Scouts, Parade, Sunday, 3rd July, 1921, Church Parade at Wesleyan Church, 10.15 a.m.

Church Service, St. Peter's West Point, 6th Sunday, after Trinity A.M. Patronal Festival, 8.00 a.m. Holy Communion, 11.00 a.m. Procession, Sung Eucharist and Sermon, Service, Merbecke, Gradual, "Oh Gladsome Light" (Sullivan). Hymns, 542, 416 and 370.

First Church of Christ, Scientist, MacDonnell Road.—Sunday, 11.15 a.m.; Wednesday 5.45 p.m. EAST INDIAN TOBACCO.

Considerable alarm prevails in Dutch trading circles, states The Board of Trade Journal, on account of the unfavourable prices for East Indian tobacco. In order to try and improve the situation a deputation from the Chamber of Commerce recently approached the shipping companies, and succeeded in getting the freight to Amsterdam reduced from 125 to 100 fl. per 800 kilogrammes. This reduction did not materially improve the situation. Ten leading tobacco firms, therefore, sent a request to the Freight Conference in Batavia, asking that the freight of tobacco might be further reduced, and similar endeavour was made by importing firms in Holland. Shipping companies have since agreed to reduce the freight to 75 fl. per 800 kilogrammes, as from March 14, 1921.

TRADE UNION CRISIS.

Is Movement Going Back?

Outwardly the Trade Union movement seems to be stronger and more powerful than ever, but those who study it from the inside (says a Labour correspondent to a Home Journal) are well aware that appearances in this case are deceptive, and some of the best friends of Labour do not conceal their anxiety regarding the position of Trade Unionists in this country to-day. During the war the movement grew by leaps and bounds, and the membership of the unions registered under the Act more than doubled, a point being reached where it was estimated that four out of every five persons of adult age belonging to what is called the working classes were in the unions.

Nominally this is still the case, and most of the unions publish paper figures that give the impression that the conditions have not changed in any way during the last few months. For some time past I have suspected that these figures were misleading, and I set myself the task of making inquiries with the object of confirming or dispelling my suspicions. As a result of inquiries made with the assistance of some of the best informed men in the Trade Union movement, I am now satisfied that my first suspicions were correct, and the position of Trade Unionism to-day is anything but as bright as it is represented to be. There is a big slump in membership, and, so far from showing signs of abating, this slump appears to be getting worse than ever. Confidential figures prepared by the chiefs of the movement for private circulation reveal the startling fact that though paper membership remains much the same, there has been a fall of nearly a million in membership judged by payments, and at the present time the members are lapsing at the ruinous rate of nearly 50,000 per week. Side by side with this shrinkage in paying membership there is a corresponding and unnatural falling off in funds, and I have reason to believe that whereas the accumulated funds of the principal trade unions reached the figure of £4 to £5 per head in pre-war days, the total to-day is well below £1 per head, and the greater part of this belongs to a union that has been remarkably fortunate during the war.

If this society, with its 300,000 members was left out of count, it could be found that half-a-crown per head would represent the accumulated funds of all the other unions. Usually trade unions face a spell of bad trade such as they are now facing with financial reserves, but the position to-day is that a surprising number of societies are obliged to carry on with only a few hundreds of pounds in reserve, and many are actually in debt. I have been shown a list of eight important trade unions at present living beyond their means, with very slender balances at the bank and expenditure exceeding income at a rate that spells bankruptcy within a few weeks unless the position is improved at once.

This slump is partly due to unemployment, which always affects trade union membership, thousands of members lapsing in bad times, but we have had bad times before, and the effects to-day are worse than ever they have been. That being the case the responsible leaders are looking about for other explanations of the change that has come over the financial position of the unions, and they have put their fingers on certain contributory causes that will be put before the annual meeting of the General Federation of Trade Unions and the Trade Union Congress in the hope that they will be taken to heart by those who have the future of trade unionism at heart. One cause is the great increase in the cost of management, without a corresponding increase in the receipts from members. Many of the unions have more officials than are necessary, the cost under this head being much higher than any of the great friendly societies.

The salaries paid to officials before the war were generally on the same level as wages earned in the industries in which members were employed. In the last few years this state of affairs has gone, and to-day there are no trade union officials who are on the same level as their members with regard to earnings. In every case they have been raised to a standard well above that of the members, and in certain cases the salary increase to general

secretaries and officials is equal to from 300 to 600 per cent. above the pre-war rates. All this is reflected in the great increase in trade union management expenses, an increase that will come as a surprise to the general body of trade unionists when the next accounts are available.

Besides passing from this subject I must not forget to mention the great increase in the expenses of delegates attending conferences called on one pretext or another. Before the war the number of national conferences of trade unions involving full delegate representation might have been counted on the fingers of one hand. Now the number ranges from 20 to 80 per year, and as each costs not less than \$10,000 on an average, it is easy to see that here we have one explanation of the greater cost of trade unionism to the workers.

In going about the country the leaders of most of the unions have been met with strong complaints about the way in which unions are being exploited by the "wild men," and this dissatisfaction has undoubtedly caused a great number of the more level-headed members to resign their membership. This is not surprising, for past experience has taught trade union leaders that meddling in politics is the surest way to reduce trade unionism to impotency and bankruptcy. Solong as British trade unionism confined itself to its legitimate functions it prospered, but 12 months of the policy of throwing down challenges to the State at every opportunity has brought the trade union movement face to face with its most critical period, and in the opinion of those who are no mean judges may yet reduce the whole movement to the helplessness that marks the trade union movement in France, in Italy, and those other countries where the development of the movement has been affected by political intrigues and exploitation by the anarchists and other theorists who see in the union a possible instrument of revolution.

As general rules in smoking the following may serve:—

(1) Watch the effect of smoking particular kinds of tobacco which cause irregular or intermittent action of the heart and pulse and avoid them.

(2) He who is accustomed to one kind of tobacco, be it in pipes, cigars, cheroots or cigarettes, should not change to another suddenly. Better leave off for, say, three days altogether before changing, say, from Manila or Indian cigars to Havannahs and vice versa.

(3) Smoke the same quantity every day.

(4) Do not smoke on an empty stomach. Have food before the morning smoke always, be it only tea and bread.

(5) Do not smoke when over-tired.

(6) Do not smoke for, say, an hour before going to bed.

SHANGHAI POLICE
RESIGNATIONS.Purely Individual
Dissatisfaction.

Eight members of the Municipal Police have tendered their resignations on the ground of being dissatisfied with conditions of service, in particular with reference to salary. The suggestion that the action taken by these men indicates a general feeling of dissatisfaction needs qualification, in view of the special circumstances attending the cases in question.

It appears that there was recently conducted the usual examination for promotion to the rank of sergeant, and the eight men who were amongst the competitors, numbering altogether over 50 men, all of whom qualified to sit for the examination by virtue of 18 months' service in the force. Fifteen men failed to pass the examination, the same eight men being amongst this number at the bottom of the list, and accordingly they forego such advantages as a pass would have afforded them.

In these circumstances, the resignations were sent in, and as there appears to be no reason for exceptional treatment in the matter of pay and promotion, no doubt they will be accepted by the Council in due course.

The men in question applied to the American authorities for enlistment in the U.S. Navy, but could not be accepted, being British subjects. We believe the suggestion was made, however, that an application made in Manila might possibly receive a hearing.

WOMAN'S GREATEST
ENEMY

is Constipation, and it is equally a curse to men. Constipation makes men and women thin, sallow and ill-tempered, is the cause of coated tongue, foul breath, liverishness, bilious attacks, pimples and sick headaches.

To cure constipation and the ills arising therefrom Pinkettes are perfection, they act so gently yet so efficiently. Try them to-night, you'll feel better in the morning.

Of chemists everywhere, Pinkettes are also obtainable post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Shanghai Road, Central, and have the satisfaction of using a pair of right seeing and right fitting glasses.

SMOKING.

We take the following from the *Journal of Tropical Medicine*, being an extract from an article written by Dr. Cantlie.

The dangers of smoking are several, some of them serious and some of them merely functional and evanescent: the intermittent pulse of boys and youths learning to smoke, especially noticeable in pipe smoking; the dangers to the hot stem causing chronic irritation and leading to sores with an epitheliosomatous nature; the hot smoke persistently impinging against one point on the tongue, a condition averted by the continual movement of a cigar, or better still of a cheroot, with its wide end leading to a diffusion of the smoke over a wider area and thus lessening the chance of the tongue being burned or irritated.

The inhalation of the smoke and even the swallowing of the smoke of the cigarette are calculated to act in a detrimental manner, causing dyspepsia and shortness of breath etc. It is said that the poisoning induced by smoking disappears from the system in three days after leaving it. This is more or less true, but there are certain conditions of vision, toxic amblyopia, scotoma, etc., which give rise to anxiety as to ultimate recovery.

As general rules in smoking the following may serve:—

(1) Watch the effect of smoking particular kinds of tobacco which cause irregular or intermittent action of the heart and pulse and avoid them.

(2) He who is accustomed to one kind of tobacco, be it in pipes, cigars, cheroots or cigarettes, should not change to another suddenly. Better leave off for, say, three days altogether before changing, say, from Manila or Indian cigars to Havannahs and vice versa.

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"ATREUS" 30th Aug. London, Amsterdam & Antwerp

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SUGGESTED IMPOSITION
OF ENTRY

The British Merchant Service League has issued a pamphlet (Booklet B) in which are given some interesting figures regarding the number of entries of officers to the British Merchant Service. The figures are given in support of the policy of the League, that entry of officers into the service be controlled and regulated. The following paragraphs appear in the booklet in connection with the subject:

"...we have spent some considerable time in investigating the very meagre (but quite sufficient for the purpose) available statistics on the subject. The last year for which these statistics were compiled and published by the Board of Trade was 1911, but as it so happens, these figures are more suitable for our purpose than those of recent years would be by reason of the fact that 1911 was a perfectly normal, average year. The following is the result of our investigations:

Masters and Mates.—The number of Masters and Mates in actual employment in the Foreign Trade on April 3, 1911, was 13,817 five per cent. only of whom were employed in sail. The number of Second Mates' certificates issued by the Board of Trade during that year was 829. These are the figures. Now for the analysis. Assuming the sea-going life of an officer to be forty years, one-fortieth of the total number of officers (345) will require replacement each year. To this figure (345) must be added two per cent. of the total number (376) for death and permanent disability rate, making 621. This figure, then, represents the number of new officers that were required in 1911 to meet the needs of the Service; and it will be noticed that we have made no allowance for the fact that, although tonnage was increasing, the total number of vessels (sail and steam) in the Foreign Trade was steadily decreasing at the rate of eighty to ninety per annum. Yet 826 new officers were manufactured; thirty-three per cent. more than employment was available for.

Storage will be assessed on cargo remaining undelivered after 7th July, 1921. All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, the 7th July, 1921, at 11 a.m. No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer. No fire insurance whatever will be effected.

Y. TSUTSUMI.

Manager.

Hongkong, 30th June, 1921.

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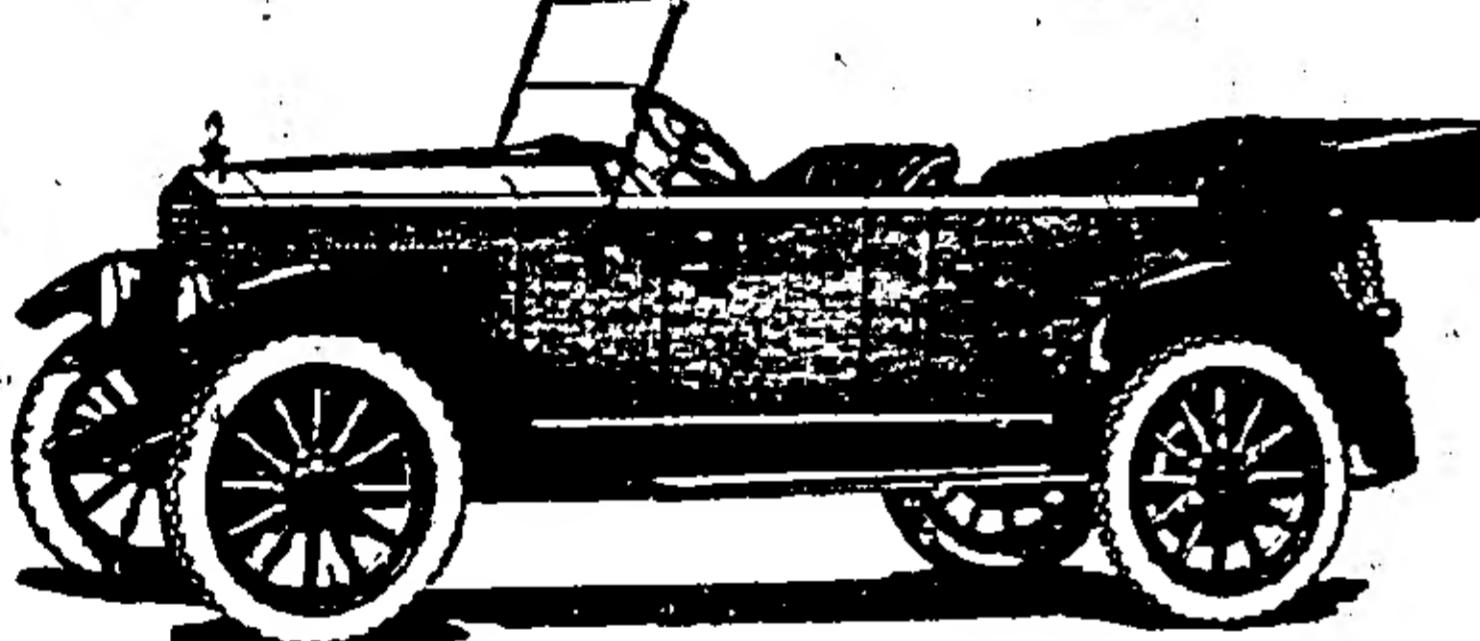
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Overland, Model 90, 5 seater, \$1,700.
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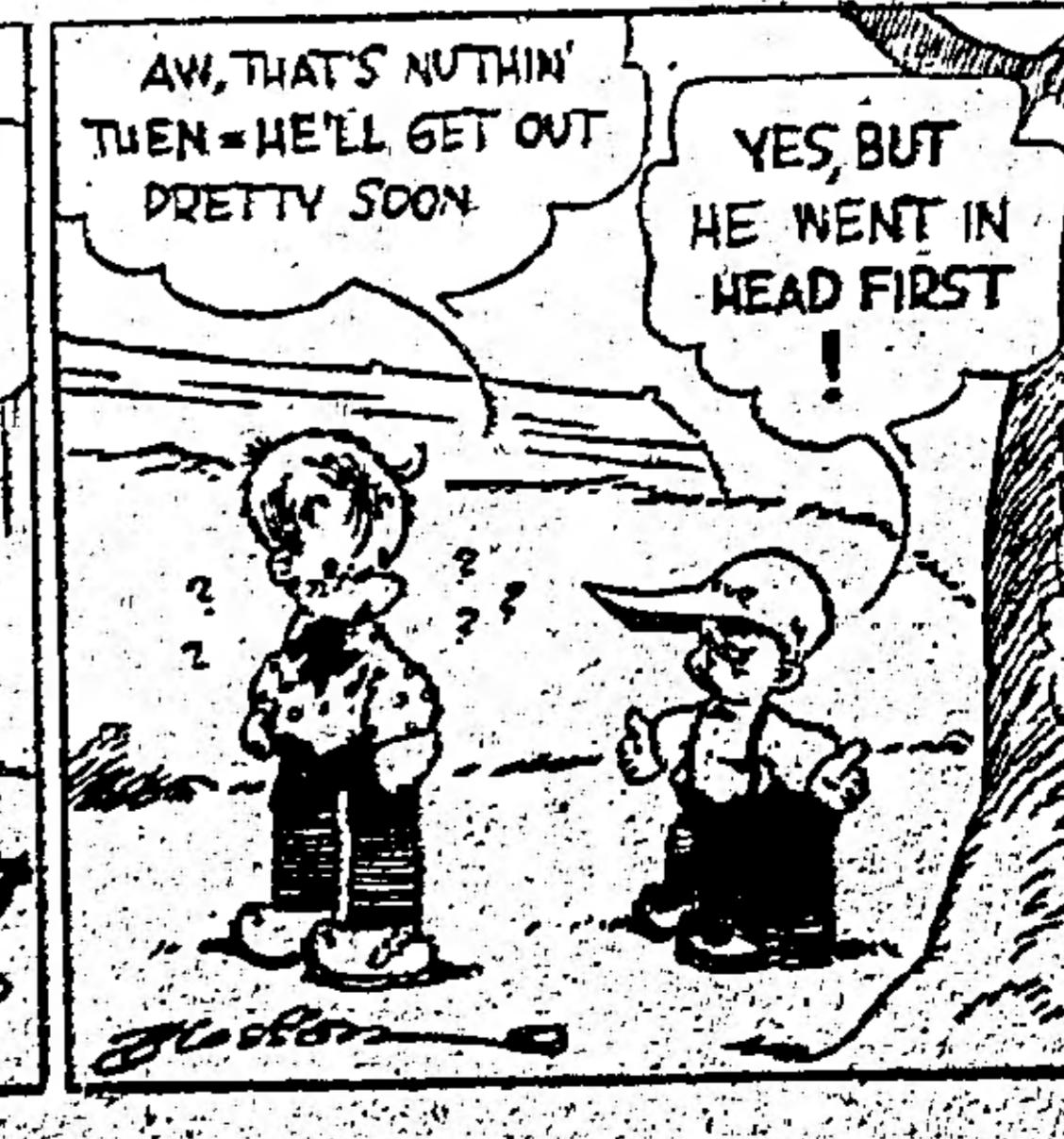
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These things adjust themselves.
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the requisite number of
apprentices would still roll gaily
up, and they would have a
higher standard of intelligence.
As regards the engineering
branch, there is no argument
against the establishment of an
examination of entry as Third
Class Engineer. It is a reform
long overdue, which would not
only solve the present problem,
but many other knotty problems
which it has hitherto been
impossible to cope with.

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Business correspondence should be sent to the Manager.

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The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamian, Canton, who are our agents there.

Death.

EMBERLEY.—On June 28th, 1921, at 126, Sinza Road, Shanghai, William Henry Emberley (late of Mackenzie and Co.) dearly loved husband of Clara Emberley, aged 59 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 2, 1921.

A PASSING THOUGHT.

Another six months have slipped by. The local Government gave the Banks a holiday from public business yesterday so that they might have opportunity to tidy up their affairs. Behind closed doors the work of settling up was going on; they were putting things straight. And while they were doing it and the city was wearing a quiet and half-deserted appearance one could not help wishing that all the other people in the world were busy settling up their affairs also. What a day yesterday would have been if this morning the world could have awokened and said in reference to its many contemporary troubles "They're all settled."

We are still keeping armed troops in Germany and way over across the border Poland is still restless. Greek and Turkish soldiers are still fighting over goodness knows what, and Greece has intimated to the Allies that it is purely a military matter. Ireland is in the throes of a war, the seriousness of which we out here little realise. Britain and many another country are the scenes of industrial warfare, as relentless and almost as costly as an armed conflict. China—to come a little nearer home—is still the land of unrest and internecine strife, and there is evident a general strengthening of the forces of disintegration. Among the larger nations there are still feelings of distrust, much talk and little action regarding disarmament, much anxiety as to the secrets of international diplomacy. And so one could go on extending the list almost indefinitely, showing that, despite the travail of the immediately past years and all known human experience, there is a reluctance to act upon the undeniable truism that there are more victories in peace than in war. The world is in arrears in its work, just as the Banks were yesterday. Little bits of essential work have been left over here and there, certain transactions haven't been cleared up and the sum total of outstanding settlements amounts to a confusion a little bewildering. We have the hopeful knowledge that there is constant effort towards a betterment but the world seems to need a day off from the ordinary routine of things in which it can assail the task of putting its house in order.

That task is not an easy one and it is fraught with many grave dangers. The settlement of the world's problems needs to witness the operation of a new spirit—the spirit of helpful co-operation. The old idea of getting all one can and "massee" the rest has to be made a back number. Capital must co-operate more with Labour, the big nations must co-operate more with each other and with the smaller ones, too. Men must recognise that they are men first and nationals of one particular country after. Barriers and prejudices must give way before a more comprehensive survey of humanity as a whole. Would that we could model our social and international arrangements as the Banks do theirs—have half-yearly settlements.

NOTES & COMMENTS

Home Politics.

Reuter is not particularly anxious to give us much news regarding the Home political situation. For all that we might otherwise learn, the political atmosphere of Britain is calm and serene with Mr. Lloyd George as the central all-dominant figure. But that isn't quite so. Only the other day there was an incident at the National Liberal Club which showed the Premier in a rather unpopular light with the main of the Liberal Party, and if one carefully peruses the Home papers coming to hand it is easy to see that the star of Mr. Lloyd George, if by no means likely to set just yet, is on the wane. In Japanese paper we noticed yesterday a cablegram through the well-known Kokusai service which stated that the Rt. Hon. Dr. Christopher Addison had suddenly resigned. According to the *Daily Mail*, which made this announcement, the resignation was the result of a revolt among the followers of the Government. The same journal asserted that the revolt was likely to endanger the stability and existence of the Lloyd George Cabinet. As no confirmation has been received of this message it must be counted as a little premature, though it can be taken as an indication of which way the wind is blowing. The Government has lost a considerable amount of sympathy among the extravagance of public administration and a manifesto was recently signed by many Members of Parliament and presented to the Government protesting against expenditure which had been incurred without the consent of Parliament. The last general election was only so recent as December, 1918, and the Government has soon lost the wide measure of confidence reposed in it at that time. The many industrial disputes, the growing expenditure of the various Departments, and the paucity of real legislative relief for the people have combined to swing the political pendulum. Just how much it has swung, we shall have to wait a little longer to determine.

Labour in Canton.

There has been a lot of evidence lately from Canton showing that the Labour movement there has grown to a considerable extent. Not only in connection with the workers on the Canton-Kowloon Railway but in regard to the mechanics recourse has recently been had to the strike weapon to remedy grievances. It is interesting to note in this connection that our contemporary, the *North China Daily News*, had word or two to say on this matter the other day. Having remarked that Canton and Shanghai march is concerned, it went on to say that these cities are the two centres in China which more fully than any other recognise the strength of the strike weapon, and there is a great fondness for its use. As a matter of fact, apart from these two places the industrial strike is almost unknown in the country, for the closing of shops and student ebullitions in the interior do not come into the category of the real handling of Labour strength. In Canton the mechanics have taken advantage of the power which numbers have given them, and have forced a substantial advance in wages and conditions of employment, and now employees in the tea trade are trying to follow suit. So we have in two great ports of the country signs of a steady and apparently substantial advance in wages and it bears out a prediction made many months ago by those at the head of the Whampoo Conservancy. A report on the future of Shanghai as a port suggested that sooner or later in the future, when intercommunications became more rapid and frequent, it would be found that wages of workers in the great ports throughout the world would largely approximate. The process of levelling up East with West seems to be taking place in dead earnest. High cost of living has galvanized into action people whose minds were already made ripe for unrest through the efforts of propagandists.

COMMERCIAL EXHIBITION.

A Commercial Goods Exhibition is being organised by the Shanghai Chinese General Chamber of Commerce, and will be held in August. The different provinces are requested to send goods to be exhibited.

THE HONGKONG TELEGRAPH

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There was a very fast game at Sookupon on Thursday when the R.G.A. (No 88 Coy.) beat 2nd Wilts Regt. (B. Coy.) at hockey by one goal to nil. Both teams were fairly evenly matched, but during the second half of the game, the Gunner's combination was slightly superior to that of their opponents. The Rev. M. W. Shewell, C. F., and Lieut. Hammond, R. E., were referees.

Mr. J. M. Hickson writing from Hankow on 10th June, says that the thankoffering for the Mission of Healing he conducted at Hongkong has indeed been a most liberal one, and that it is a help to him in meeting his expenses in visiting the poor parts of China, where the average offering per mission amounts to about sixty dollars. He is glad to hear that the follow up work in Hongkong is going forward well.—*Church Notes*.

Notice is given that British nationals who desire to file claims for compensation under Article 297 (e) of the Treaty of Peace with Germany in respect of damage or injury inflicted upon their property rights or interests, in German territory as it existed on 1st August, 1914, by the application of exceptional war measures or measures of transfer, should communicate as soon as possible with the Controller of the Local Clearing Office, Courts of Justice.

Notice is given in the Government Gazette that the Governor in Council purposes to make an order under the Highways Ordinance, No. 21 of 1910, for the narrowing of the street at Huk Un extending from Kowloon City Road in an easterly direction by stopping up and closing the northern portion of such street, reserving only a foot-way 8 feet wide along the northern boundary of Section A of Kowloon Marine Lot No. 53. Any person objecting to the proposed order must forward his objection in writing to the Colonial Secretary not later than the 18th day of July, 1921.

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NOTICE

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THE WAR IN IRELAND.

Sinn Fein Leaders' Modified Views.

What do the Sinn Fein leaders think of peace prospects? That is the question (writes a special correspondent to a Home journal) to which I have endeavoured to obtain an answer, the following statement, supplied by one of the most trusted of the Sinn Fein intellectuals, in constant touch with the leaders, being the result:

"An Irish Republic need not be a bar to Irish peace. That is the considered view of nine out of every ten of the men who direct the activities of Sinn Fein to-day, and those who wield the greatest influence in our ranks. De Valera and Arthur Griffiths among the number are ready to waive the demand for a Republic, and even to acknowledge the supremacy of the British Crown if conceded the right of Ireland to manage purely Irish affairs. There is, absolutely no thought in the minds of responsible leaders of setting up a Navy or an Army. The matter has been talked over more than once in my hearing, when there was no suggestion of putting forward views for British consumption, and with two exceptions there was agreement that a standing army was a luxury that self-governing Ireland could not afford."

A DANGER ENDED.

"As for the idea that Ireland might, in the event of a European war, ally herself with the foes of Britain, that is not to be considered seriously, for the simple reason that the implacable hatred of Britain and the British that would be the sole justification for such a policy exists only as long as the British and Irish peoples are at war, and once you establish peace between the two countries you put an end to the danger. What is forgotten is that the British people outside Ireland of Irish birth or descent far outnumber the total population of

Ireland to-day, and in allying ourselves with Germany or any other country we would be allying ourselves with them against our own flesh and blood, a thing that is repugnant to the Irish nature."

"I am forced to admit frankly that, up till quite recently, the majority of those who control the Sinn Fein policy were out and out Republicans, and were not disposed to listen to any suggestions for a settlement that refused the concession of an independent Republic. Lately, a profound change has come over their attitude, and in the inner circles of Sinn Fein there have been keen discussions as to the wisdom of standing out for a Republic. There are one or two men very prominent in the movement who are firm for a Republic still, but the conversions have been numerous and important, and that fact alone justifies me in saying that a Republic need not be a bar to Irish peace if Britain is really anxious to bring about peace."

MICHAEL COLLINS' POSITION.

"It has been said in some quarters that Michael Collins and some of the so-called extremists are standing in the way of a settlement by consent. It is not the case that Collins and some of his friends are selfishly standing out for personal immunity from punishment. I know the sentiments of Collins well, and know that he has placed himself at the disposal of the leaders of the movement, expressing his readiness to surrender and to submit to any punishment the British authorities may impose, rather than have it said that he stands in the way of a generous settlement of the Irish question."

VEGETABLE OIL AS FUEL.
Experiments are being conducted in tropical countries into the possibilities of vegetable oils as fuel. In 1920 China exported vegetable oils to the total value of over 31 million taels.

ON THE WATERFRONT.

N.Y.K. Manager Transferred.

Mr. G. Yasuda, manager for the Nippon Yusen Kaisha at Hongkong, has received notice of his transfer and promotion to the office of the Company at Tokyo. It was learned this morning. Mr. Yasuda, who has been manager at this port for two years, will become manager of the Eastern Freight Department in the Head Office of the N.Y.K. The new manager of the Company's house here will be Mr. K. Kamei, who is at present stationed at Nagoya as manager. Notice of Mr. Yasuda's promotion was received with mixed feelings by the Japanese community in Hongkong because of his great popularity. He is president of the Japanese Residents' Society.

Mr. McCombe Dead.

The death of Mr. Tom McCombe, a popular travelling purser on Toyo Kisen Kaisha steamers for many years, is reported from San Francisco. Mr. McCombe has been on sick leave since early this year, when he was removed from the Tenyo Maru at Yokohama because of his poor state of health and was taken back to America. He underwent a serious operation for an internal complaint a few months ago, but never recovered sufficiently to resume his duties. Mr. McCombe died about six weeks ago, according to the report received in Hongkong. He leaves a widow, but no family.

Korea Maru Sails.

The Japanese steamer Korea Maru sailed for San Francisco at noon yesterday, taking from this port 30 first, 24 second, and 200 steerage passengers, most of whom are booked through to America. The cargo is of a general nature. Calls will be made by the Korea Maru at Keelung and Shimoda for the purpose of loading part of the early crop of the new season's tea for the American market.

Capt. Hans Thompson Dead.

The May number of "Pacific Mail," the house magazine of the Pacific Mail Steamship Company, contains news of the death of Capt. Hans Thompson, who was one of the best known skippers in the trans-Pacific trade. Capt. Thompson died at Manila on April 12, after he had been taken ashore seriously ill from his vessel the West Conob. He was 59 years of age and the most active part of his career was spent in the service of the Pacific Mail. His long association with its vessels engaged in service between San Francisco and the Far East made him a well-known and highly respected officer on the China coast. He had been a visitor to Hongkong, on and off, since the nineties on the old and the newer vessels of the Pacific Mail Steamship Company. The body of Capt. Thompson was interred at San Francisco.

THE GEISHA.

Russian Company's Fare-well Performance.

The Russian Light Opera Company gave their last performance in Hongkong at the Theatre Royal last night. The piece staged was "The Geisha." The singing was splendid, all the songs receiving an enthusiastic reception and in the majority of cases encores were called for and given. Mr. Elin, in the role of Reginald Fairfax, acted his part well and his songs were greatly appreciated. The part of Cunningham, Fairfax's friend, was taken by Mr. Gromakovski. There was not much in that part, but Mr. Gromakovski furnished the horn pipe in true nautical style and his dancing met with the success that it deserved.

Miss Rutkovska made a splendid geisha girl in the part of Mimosa but the way in which she appealed to her audience most was with her singing. Her well-controlled voice, with her clear and steady top notes, made a great impression and after each of her songs the theatre clapped for more. The role of Miss Molly, Fairfax's fiancee, was filled by Miss Charskala, who showed herself to be an actress born, in a part which suited her so well that it might have been made for her. Mr. Valin, as Wung Chi, the manager of the tea house; Mr. Kruglov, as Katana; and Mr. Elinoff, as Imari, all took their parts well and although most of their jokes, being in Russian, were, of course, completely lost upon the audience, they contrived to be very amusing and provoked a great deal of laughter. The role of Miss Smith was filled by Miss Gorskaia and Miss Malinovskaia took the part of Miss Julietta.

DAIRY FARM NEWS.

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REDUCTION IN PRICE OF BUTTER.

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"DAIRYMAID" 1.35 per lb.
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MOTHERHOOD PERILS.

A provision that no woman during the six weeks following her confinement shall be allowed to work at any industrial or commercial undertaking, is contained in a memorandum by Sir Alfred W. Watson, the Government actuary, on the Washington Draft Convention, which has been issued by the Ministry of Health.

It is further provided that if a woman is in such employment she shall have the right to leave her work upon production of a medical certificate stating that her confinement will probably take place within six weeks.

Sir Alfred points out, however, that it would appear open to question whether in practice the benefits could be limited to employed women, and it seemed not unreasonable to assume that following the adoption of the Convention there would spring up an immediate and an insistent demand for the extension of the benefits—or at any rate a part of them—to mothers of every social class, irrespective of any question of employment. Such a demand would be peculiarly difficult to resist.

With a benefit fixed at no more than 20s. per week, the cost for each woman would be £14, including £2 for medical attendance. Whether a particular married woman would or would not return to work after her con-

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SHOES	\$2.00	1.00	50c each
SOCKS	\$1.00	50c	25c each
BELTS	\$2.50	1.00	50c each
HANDKERCHIEFS	\$1.00	50c	25c each
DRESS SHIRTS	\$1.00	50c	25c each
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— — — — —

FRENCH LESSONS

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Photo: Mee Cheong.

H.M.S. *Titanic*'s Marathon Club.

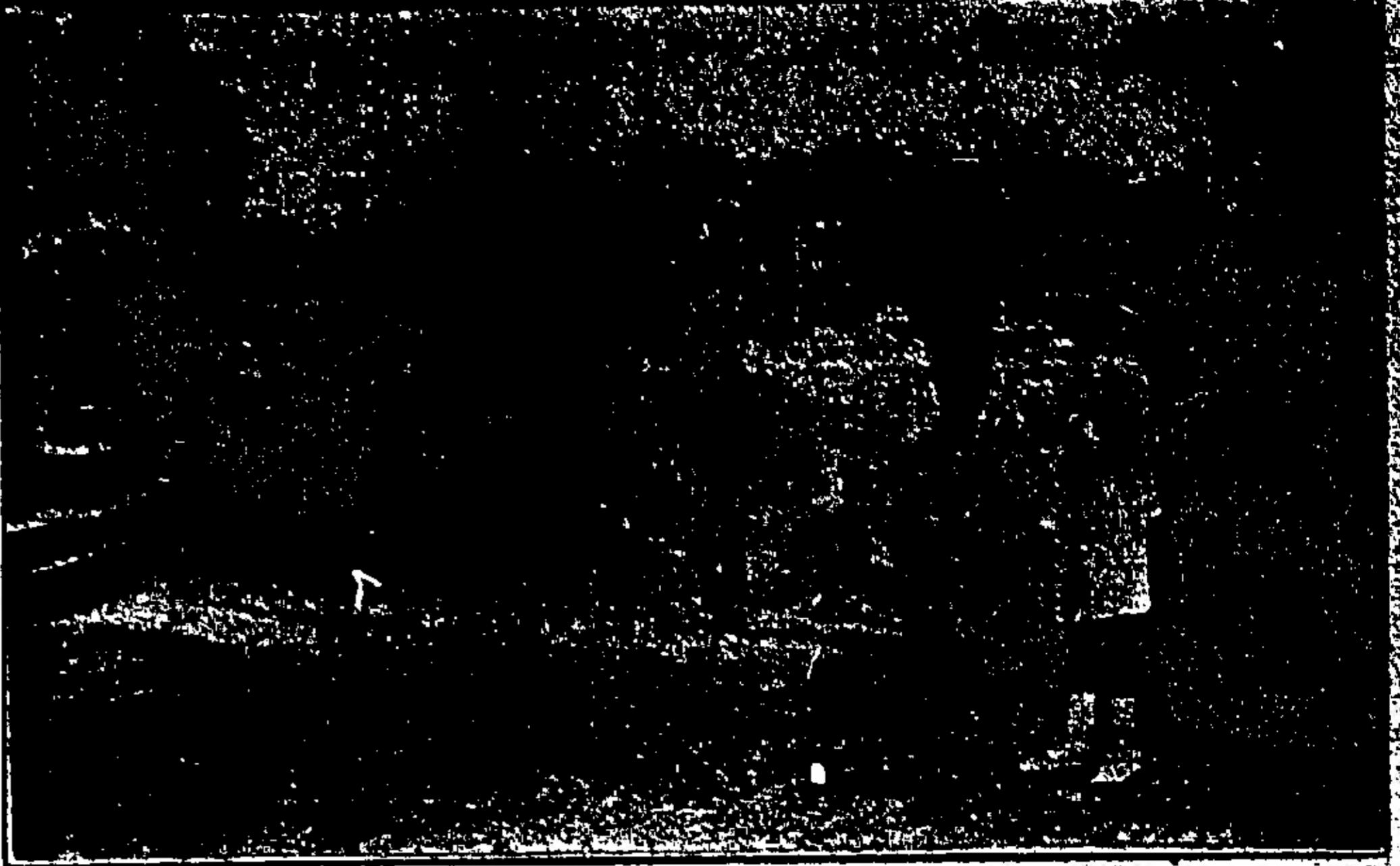


Photo: Mee Cheong.

Mr. Doyle, winner of three races at last Saturday's Gymkhana.



Photo: Mee Cheong.

Mr. Grimstone on Peanut, winner of Distance Handicap.

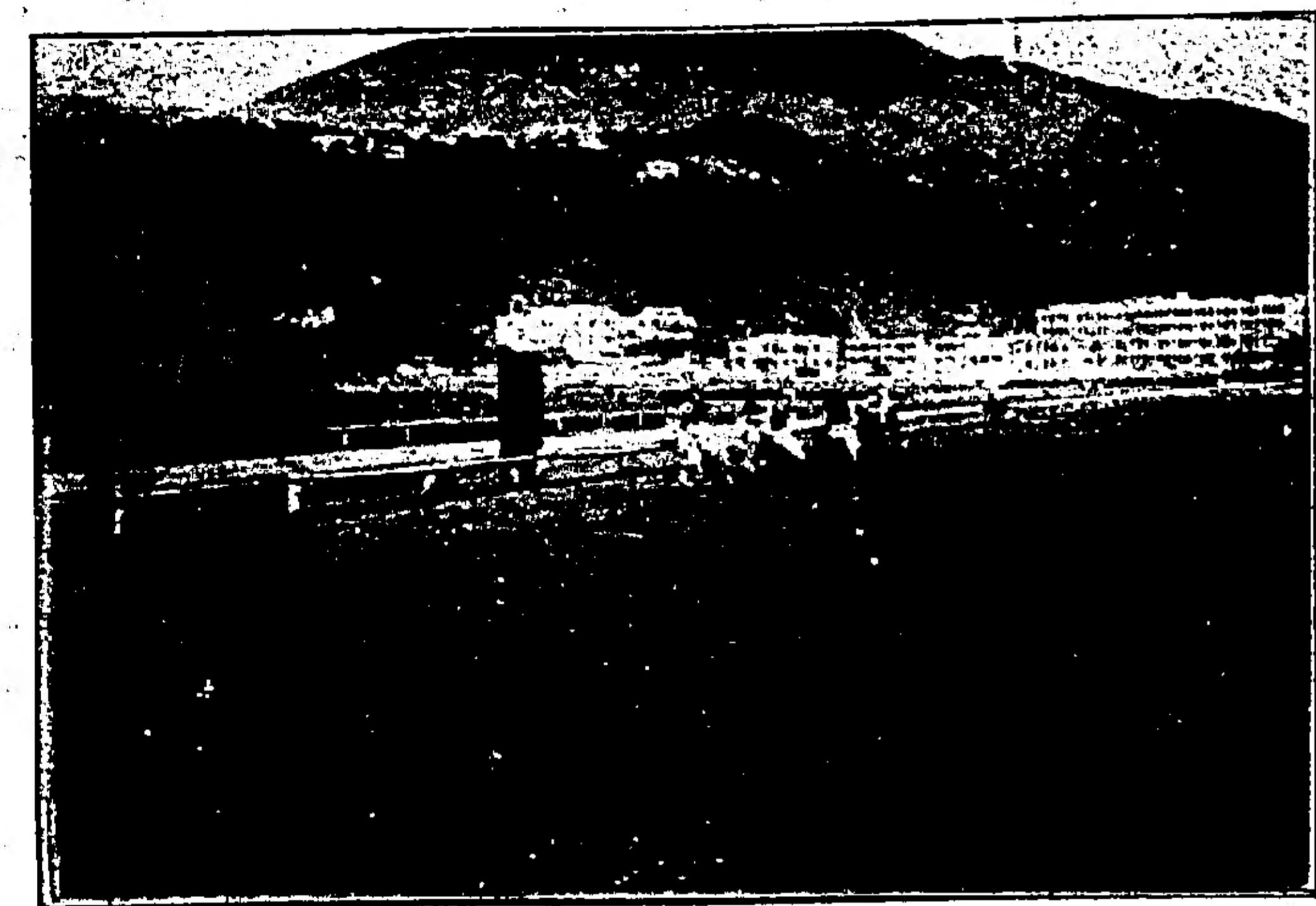


Photo: Mee Cheong.

Mr. Doyle on Flywheel winning the A. Class Handicap.



Georges Carpentier.

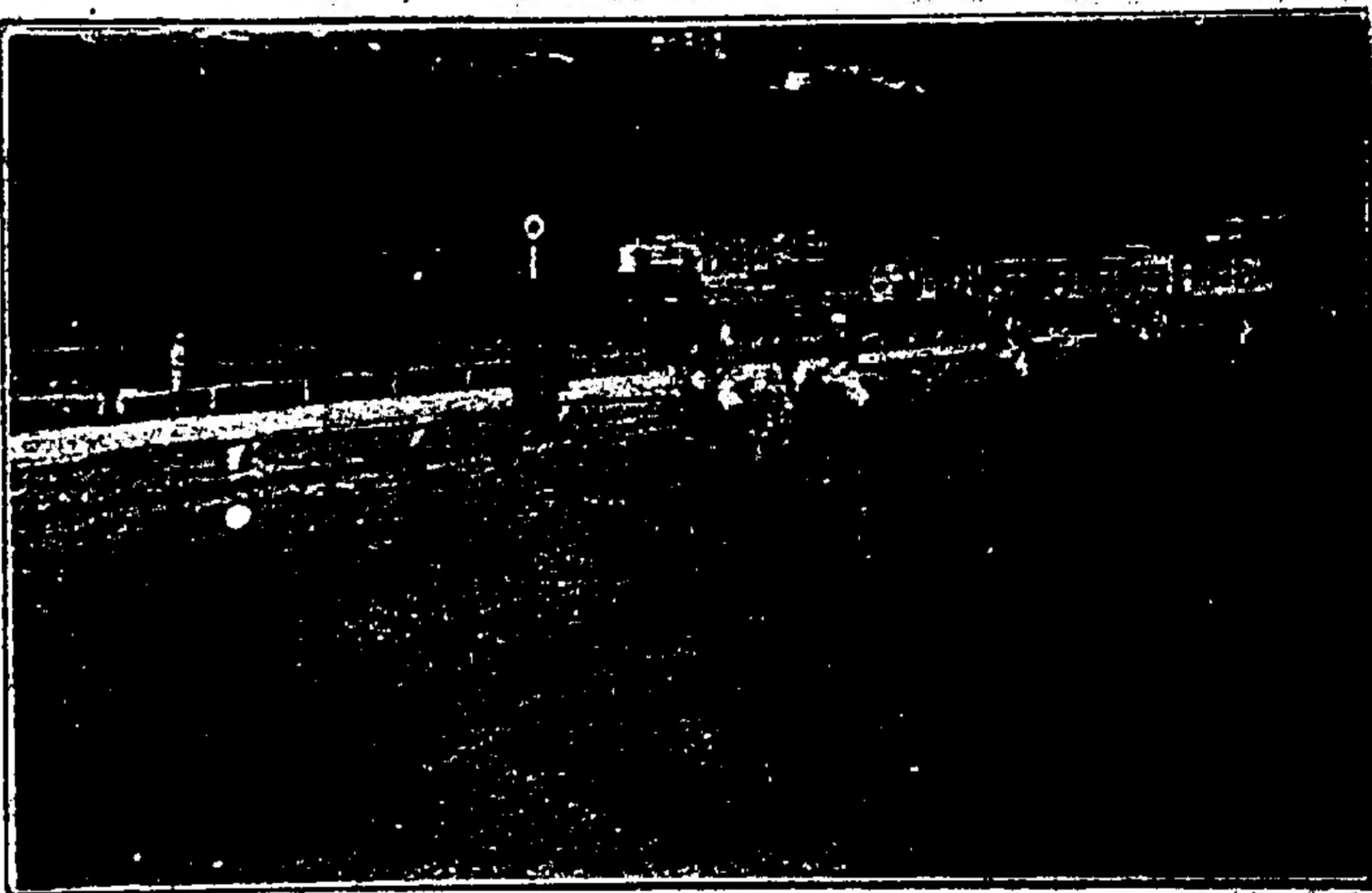


Photo: Mee Cheong.

The Five Furlongs Race. A close finish.



Photo: Mee Cheong.

Mr. Soares on Dandy Child.



JIM JEFFRIES.

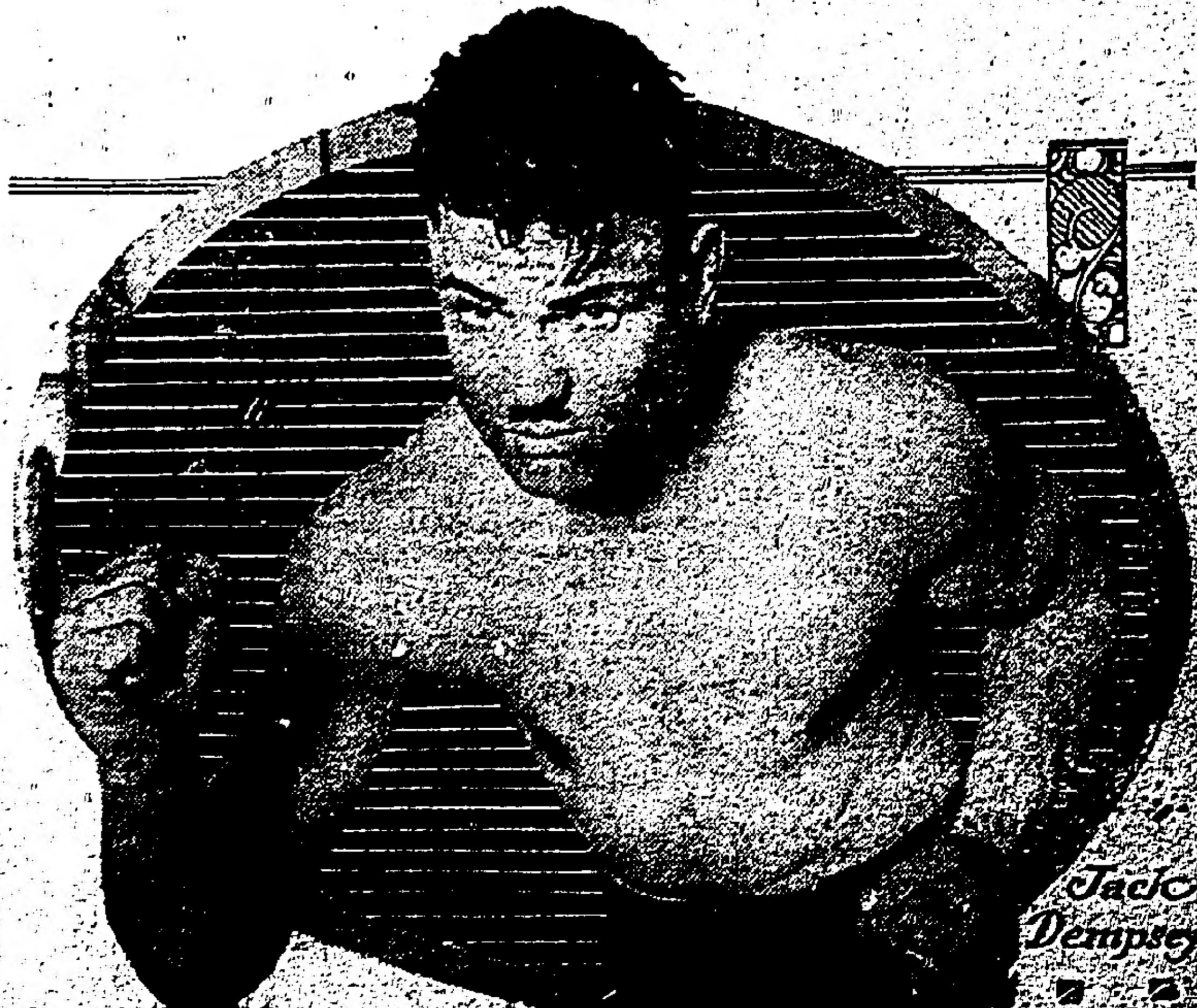
LORD LONSDALE.

JIM CORBETT.

Trio, suggested by Mr. Tex Rickard, to judge to-day's big fight.



M. Descamps, Carpenter's Manager.



Jack
Dempsey

NOTICE.

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Hongkong.

UNCULTIVATED LAND IN KANSU.

There are about 7,000,000 acres of uncultivated land in Kansu. The soil in the northern part of the province is sandy, but in the east there are rich loess terraces. Even the sandy regions are in places well irrigated by the Yellow River. The farms are classified in three grades, the

mountain farm, the plain farm, and the water farm. The latter fetches the highest price as of course it is the most profitable. Development is sadly needed if famine are to be avoided. An effort in this direction was made in 1918 when the Government backed the Kansu-Chinese Turkestan Land Cultivation Company, but the enterprise languished for lack of funds.



Fashions for sport and day time wear have extreme simplicity of line in this frock which buttons at the right, man fashion, and has very straight lines. Rajah silk was the chosen material with collar and cuffs of chiffon silk. The knitted frock (left) replace the skirt and sweater in a design the originality of which recommends it. The sleeves are scarcely sleeves at all!

PORT INTELLIGENCE.

The following shipping and mail intelligence has been received to noon to-day:

Vessels Arrived.

Vessel	Agents	From	To	Mooring
Hampang	J. M. & Co.	Shai & Swallow	W. Point Wharf	
Hedwagen	J. M. & Co.	Swallow	New Hong Wharf	47
Tak Sung	J. M. & Co.	Haiphong & Hainan		43
Kaifeng		Canton	B. 9	41
Chenan		Kobe & Moji	A. 21	43
Providence	Kwang Mow Tai	Taungoo & Shanghai	K. Wharf	43
Cheribon M.	Nanyo Y. K.	Yokohama & Moji	C. Wharf	43
Kwanto M.	M. Y. K.	Canton	C. Wharf	43
Calcutta M.	N. Y. K.	Fort Bayard	C. Wharf	43
Taihun	C. M. S. N.			
Wah Bang	Wing Haug			

Clearances.

Vessel	Agents	Where Bound	Departure
Druar		Bangkok & Boihow	2nd July
Phorm		Tarakan	..
Jinsho M.		Moji	..
Kamagata M.		P. Parceral	..
Haru M.		Chinawantao	..
Total M.		Moji & Keelung	..
Chip Shing		Canton	..
Telemachus		Shanghai	..
Chenan		Kwang & Swallow	..
Anakura M.		Bombay & Singapore	..
Calcutta M.		Newchwang	..

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Wingang	J. M. C.	Manila	2nd July
Chenan	B. & S.	Tsingtao	2nd
Calcutta M.	N. Y. K.	Bimbo	2nd
Childer	J. C. J.	Java	3rd
Yeholi M.	N. Y. K.	Swallow	4th
Hampang	J. M. C.	Java	4th
Cheribon M.	Nanyo Y. K.	London	5th
Glenyle	J. M. C.	Pukow	5th
Szechuan	B. & S.	Foochow	5th
Hailong	D. L. C.	New York	5th
Devalion	B. & S.	Hainan	5th
Takang	J. M. C.	Koban	5th
Kanwana	P. & O.	Tokio	5th
Chingking	J. M. C.	Bangkok	5th
Chengtu	B. & S.	Haiphong	5th
Kaifeng	B. & S.	Shanghai	5th
Kwongtung	J. M. C.	Shanghai	5th
Fooshing	J. M. C.	Bangkok	5th
Yunnan	B. & S.	Bombay	5th
West Henan	S. & D.	Newchwang	5th
Tyndares	B. & S.	Manila	5th
Tsuyama M.	N. Y. K.	Vancouver	5th
Lind	B. & S.	Marseille	5th
Tsungking	J. M. C.	Haiphong	5th
West Falan	S. & D.	Shanghai	5th
Tsaiwu M.	V. K. K.	Shanghai	5th
Hozu M.	V. K. K.	Pakhoi	5th
Totomi M.	V. K. K.	Amoy	5th
Mishima M.	N. Y. K.	Bombay	5th
Soochow	B. & S.	Japan	5th
Takayama M.	N. Y. K.	Shanghai	5th
G. Apac	P. & C.	Kobe	5th
Kaz M.	N. Y. K.	London	5th
Tibjodas	J. C. J.	Java	5th
Halibon	D. L. C.	Foochow	5th
Dilwara	P. & O.	Bombay	5th
Yingchow	B. & S.	Tsingtao	5th
Namsung	J. M. C.	Calcutta	5th
Eurdama	B. & S.	Liverpool	5th
Robert Dollar	R. D. C.	Suez	5th
City of Brisbane	Bank Line	Hamburg	5th
Kalyan	P. & O.	Japan	5th
Kasjochow	B. & S.	Tiencin	5th
Kashima M.	N. Y. K.	Vancouver	5th
Glenelton	C. P. O. S.	Pakow	5th
Tumba M.	N. Y. K.	Japan	5th
Laomedon	B. & S.	Hamburg	5th
Terrilla	B. & S.	Hangzhou	5th
Changsha	C. M. C.	Australia	5th
Nile	B. & S.	Europe	5th
Bellflower	Ad. Line	Vancouver	5th
West Jappa C. of N. Ireland	P. W. & Co.	Boston	5th
	Ad. Line	Seattle	5th
		New York	5th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Yoshio M.	N. Y. K.	Calcutta	2nd July
Kanwana	P. & O.	Sydney	3rd
Karawang	P. & O.	Manila	3rd
Tibjodas	J. C. J.	China	4th
Helens	B. & S.	Singapore	5th
Mishima M.	N. Y. K.	London	6th
Kashima M.	N. Y. K.	Kobe	6th
Glenelton	J. M. C.	Europe	6th
E. of Japan	C. P. O. S.	Yokohama	6th
Kaz M.	N. Y. K.	Kobe	6th
Tumba M.	N. Y. K.	Burkehead	6th
Terrilla	B. & S.	Suez	6th
Changsha	B. & S.	Australia	6th
Glenelton	J. M. C.	Europe	6th
E. of Asia	C. P. O. S.	Vancouver	6th
Tibjodas	J. C. J.	Shanghai	6th
Sado M.	N. Y. K.	Java	6th
Bellflower	D. & C.	New York	6th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage	Claims to be Examined	Examination Date
Arabia M.	O. S. K.	Kowloon	July 5	July 9	Wed. & Sat.
Shinto M.	T. K. K.	T. K. K.	July 7	July 21	July 7

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is restored. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIIS.

| From | Per | Due |</
| --- | --- | --- |

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England
Shanghai, Nagasaki, "Mojii" Kobe, Yokohama, Vancouver & Montreal.

PACIFIC	FROM	TO	STEAMER	FROM	TO	STEAMER	FROM	TO	STEAMER
P. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19	E. France	Aug. 13	Aug. 19	E. France
E. Asia	July 21	Aug. 8	E. France	Aug. 10	Aug. 16	E. France	Sept. 10	Sept. 16	E. France
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16	Melita	Sept. 17	Sept. 21	Melita
Montenegro	Aug. 23	Sept. 15	E. France	Oct. 18	Oct. 25	E. France	Oct. 18	Oct. 25	E. France
E. Japan	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25	E. France	Oct. 18	Oct. 25	E. France
E. India	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25	E. France	Oct. 18	Oct. 25	E. France
E. India	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20	Victorian	Nov. 11	Nov. 20	Victorian
Malta	Oct. 20	Nov. 19	E. Britain	Nov. 20	Dec. 4	E. Britain	Nov. 20	Dec. 4	E. Britain

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental trains daily.
Standard sleeping cars, compartments & drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address GPCANAC.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamer	To	Leave Hongkong	Steamer	To	Leave Hongkong
KOREA M.	20,000	July 1	TAIVO M.	22,000	Aug. 12
SHINYO M.	22,000	July 16	SIDERIA M.	20,000	Aug. 27
PERSIA M.	9,000	July 30	TENYO M.	22,000	Sept. 9

Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILLO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDON, ARIKA & IQUITO.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS TOSA, LEAVE HONGKONG.

CHOYO MARU July 19th. Cargo only.
GINYO MARU 16,500 Aug. 15th.

For full information, see our page 4, Freight & General Agents to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUHES & DIXON, INC

GREEN STAR LINE

Operating a cargo & passenger service for account of the UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST HENSHAW" 6th July.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"WEST ISLIP" 7th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISO" 20th Aug.

Also, cargo accepted for transhipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE & PHILADELPHIA, NEW YORK & BOSTON.

Through our Agents in the U.S. and available

Overland & marine routes.

HONGKONG OFFICE: 1st floor, Davy's Building, 12, Des Voeux Rd. Tel. 3323.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "MILE" "CHINA".

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG TO SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

July 15th Aug. 9th Sept. 9th

HONGKONG TO MANILA.

S.S. NANKING 30th August.

HONGKONG TO SINGAPORE.

S.S. CHINA S.S. NILE

July 22nd Sept. 16th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

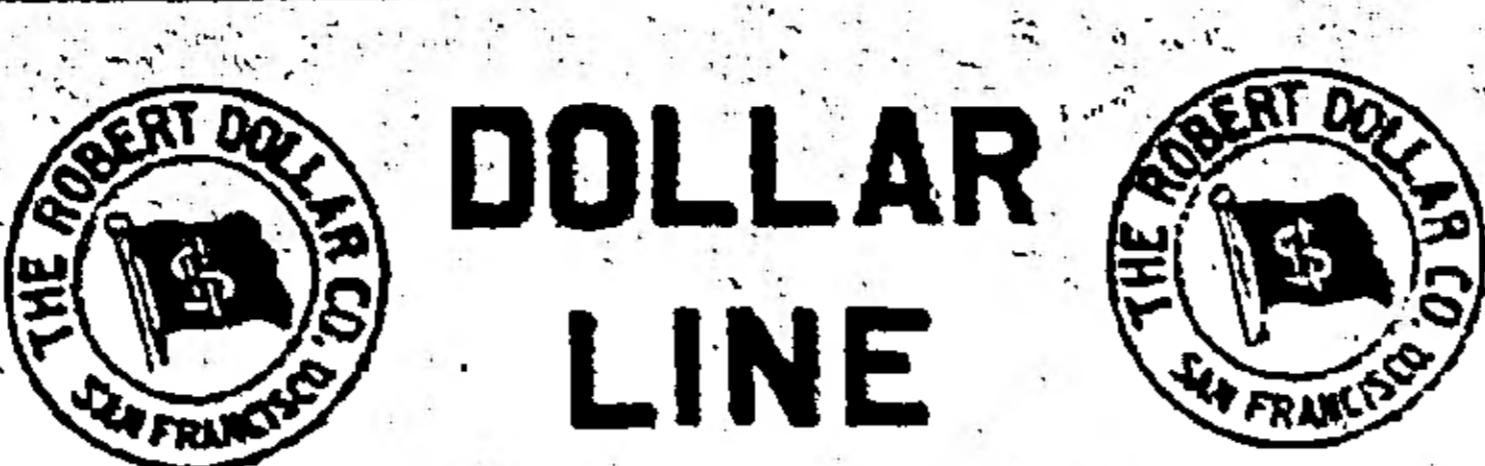
Also, cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, PRINCIPAL AGENT, TEL. 2161.

TELEPHONE: PASSENGER DEPT.

NO. 1924.

PACIFIC SHIPPING



DOLLAR
LINE

SAILINGS FROM HONGKONG

FOR NEW YORK & BOSTON.

STEAMERS: SAILING DATE

"ROBERT DOLLAR" ... VIA SUEZ JULY 10TH.

Through Bills of Lading issued to all Overland Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.
GENERAL POST OFFICE BUILDING
THIRD FLOOR

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Eckerman & Brocknell S. Co. Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"DECALION" ... via Suez Canal ... 3rd July.

"CITY OF NORWICH" ... via Suez Canal ... 15th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE LTD. HONGKONG.
REISS & CO. CANTON

COMMERCIAL NEWS.

CHINESE COAL.

The Ministry of Agriculture and Commerce has granted licenses for opening coal mines at Har Mou Shan, Kyangtu, Hien by Shan Chuan-mou, at Tsui, Kien Chen, Po-shan Hien, by Chau Tsin, at Szei Ling Shan, Ning Kou, by Wang Jan-chang, and at Van Chong Hien, by Wang Hai-tsu.

NATIVE BANKS IN SHANGHAI.

There are now sixty native banks which carry on the business of bill of exchange in Shanghai. Recently, another native bank called Tung Tai was organized with a capital of Tls. 30,000. The Jen, a native bank is being organized in Shanghai with a capital of Tls. 80,000. The bank will soon be opened.

JAPANESE COTTON MILLS.

The Japanese are establishing a number of cotton mills in Tsin-tan. The International Spinning and Weaving Company has established three mills, one to manufacture 20 counts' thread which will shortly appear in the Chinese market. The Great Japan Spinning and Weaving Company has been organized. There are three companies which will also establish mills.

CANTON-HANKOW RAILWAY.

In connection with the continuation of the Canton-Hankow Railway the construction of eight bridges is necessary. The bridges will require 90 tons of steel plates. Quotations have been received from the Yangtze Construction Company (\$343 per ton) and the American Steel Corporation (\$174 per ton). The order is to be placed with the Yangtze Construction Company. Construction has begun on the Honan-Hu-pe section of the Canton-Hankow Railway from Chuchow to Hengchow. The length is about 80 miles. The first division will be made from Chuchow to Lukow.

CHINESE STRAW BRAID.

The plaiting of straw braid is an old industry which already existed at Chefoo when the port was opened to foreign trade in 1862. The industry under foreign impetus, has grown to such proportions that it is now the main source of income for a considerable part of the population of the central part of Shantung. It has also extended to other provinces, such as, Chihi and Shansi; in fact, wherever wheat is grown braid is plaited. In addition to Chefoo, Tientsin and Kiaochow are important markets for this article, and owing to the more convenient facilities for transportation offered, the trade was, for the greater part, diverted from Chefoo to the two rival ports. The total export abroad in 1919 was 102,604 piculs, which decreased to 55,065 piculs in 1920. Out of this total, 18,163 piculs came from Tientsin, 10,055 piculs from Kiaochow, and only 15 piculs were contributed by Chefoo. The more important purchasers were Japan (21,000 piculs), America (18,831 piculs), and Great Britain (9,340 piculs).

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U. S. Shipping Board steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and

CHINA, JAPAN and PHILIPPINE ISLAND PORTS.

S.S. WEST JAPPA 15th July.

Further sailings to be announced later.

Through Bills issued to all Overland Common

points in U. S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Prince's Building.

Telephone No. 1062.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA-APCAR
AND**EASTERN & AUSTRALIAN LINES.**

(COMPANIES IN corporated in ENGLAND)

KRAITS & BURMA, CETY OV, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'bay.
SYRIA	7,000	23rd July	M'les, London & Antwerp.
KALYAN	9,000	6th Aug.	M'les, London & Antwerp.
MANELA	7,200	19th Aug.	M'les, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	13th July	{ Calcutta via Singapore, Penang & Rangoon.
KANOWNA	7,000	25th July	{ Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.

EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	5th July	Yokohama & Kobe.
G. APCAR	4,700	7th July	Shanghai & Kobe.
KALYAN	9,000	10th July	Shanghai & Japan.

SAILINGS TO SHANGHAI & JAPAN.

KANOWNA	7,000	5th July	Yokohama & Kobe.
G. APCAR	4,700	7th July	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 3 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central.**N. Y. K.****NIPPON YUSEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU Friday, 8th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Surz.

TSUYAMA MARU Wednesday, 6th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug. at 11 a.m.

NEW YORK VIA SUEZ.

TAKETOTO MARU Thursday, 7th July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Saturday, 2nd July.

TOTOMI MARU Thursday, 7th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEBOSHI MARU Sunday, 3rd July.

MISHIMA MARU Thursday, 7th July, at 11 a.m.

TAMBA MARU Tuesday, 12th July.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Chidara	Java	in port	2nd July	Java
Tjibodas	China Ports	2nd July	8th July	Belawan-Deli/Java
Tjiluwong	Java	12th July	17th July	China Ports
Tjislakat	S'pore/Japan	14th July	18th July	Java
Tjileboet	Java	15th July	21st July	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-Indies and Australia.

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjondari	Java	End of June	San Francisco	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the
Java-China-Japan Lijn.
Telephone No. 1574.

York Buildings.

Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

Cargo only.

Passenger's Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMUKUZI" Sailing about 30th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030

Agents.

**AUSTRALIAN
ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	11th July	14th July

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

ELLERMAN" LINE.

(ELLERMAN & BUCKNALL, STEAMSHIP CO., LTD.)

**JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM & CONTINENT.**

Steamers	Sailing
LONDON, GLASGOW, ROTTERDAM "City of Brisbane"	10th July
DAM & HAMBURG	

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & CO. Canton

General Agents.

Telephone No. 215.

Agents.

For Freight or Passage apply to

COASTAL SHIPPING.**INDO CHINA STEAM
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Wagat	Sat. 2nd July at 3 p.m.
SHANGHAI via Swatow Hangchow	Mon. 4th July at noon.	
TIENTSIN	Chipping	Tues. 5th July at 4 p.m.
HAIPHONG via Hoihew Taksien	Tues. 5th July at 4 p.m.	
SHANGHAI	Kwongtsang	Tues. 5th July at 10 a.m.
BANGKOK via Swatow	Foochow	Tues. 5th July at 10 a.m.
SHAI & T'au via Stow	Tsangtsing	Weds. 6th July at noon.
STRAITS & Calcutta	Namtsang	Sat. 9th July at 3 p.m.
CALCUTTA LINE	Calcutta, Penang and Singapore; Returns from Calcutta via Straits and Hongkong to Japan	

NOTICES.

THE CIGAR DE LUXE.



Golofina

PERFECTOS.

Possesses a delicate flavour and aroma which will give you a new appreciation of a good cigar.

"PERFECTO"
Actual Size

Obtainable at all Tobacconists.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

EXCHANGE.

Opening Rate: closing Rate
on Page 11.

SELLING.

ITT	2/7
Demand	2/7 1/2
20 d/c	
60 d/c	
4 m/s	2/7 1/2
ITT Shanghai	Nom.
ITT Singapore	111 1/2
ITT Japan	101 1/2
ITT India	201 1/2
ITT San Francisco & New York	49
ITT Java	148 1/2
ITT Marks	Nom.
ITT France	6.00
Demand, Paris	

BUYING.

4 m/s L/C	2/87 1/2
4 m/s D/P	2/9 1/2
6 m/s L/C	2 9 1/2
20 d/c Sydney and 1/2 10 1/2% Melbourne	2/10 1/2
30 4/5 San Francisco & New York	52 1/2
4 m/s Marks	Nom.
4 m/s France	6.60
6 m/s France	6.80
Demand, Germany	
Demand, New York	40 1/2
ITT Bombay	Nom.
Demand, Bombay	201 1/2
ITT Calcutta	Nom.
Demand, Calcutta	201 1/2
On Yokohama	101 1/2
Demand, Manila	105
Demand, Singapore	111 1/2
Demand, Batavia	148 1/2
On Haiphong	Nom.
On Saigon	
On Bangkok	81
Overseas	Nom. 7.50
Gold leaf per Tael	40.80
Bar Silver, ready	35 1/2
forward	35 1/2
Bank of England rates 5%	
New York/London	3.73

SUBSIDIARY COINS.

Hwang 50 cts. pieces	par.
50	par.
5	1/2 dis.
Centavos 50 cent coins	15.7% dis.
Hongkong July 2, 1921.	

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank	n. 737 1/2 ex rights do Rights	135 pm
Bk. of E. Asia	b. 130	

Marine Insurances.

Cantons	b. 402 1/2
North China	b. 144
Unions	s. 230
Yangtze	n. 26
Far Easterns	b. 22

Fire Insurances.

China Fires	b. 120
H.K. Fires	b. 317 1/2

Shipping.

Douglas	b. 61
H.K. Steamboats	b. 261 1/2
Indos (Pref)	b. 33
Indo Def. Lon/Reg. n.	215
Indo Def. H.K. Reg. n.	270

Shells.

Shells	s. 115
Ferries	b. 31

Refineries.

Sugars	n. 200
Malabons	n. 55

Mining.

Kailans	b. 80
Shanghai Loans	n. 11

Shanghai Explorations.

Raubs	b. \$ 1
Ural Caspians	b. 21/3

Miscellaneous.

Cements	b. 17.30
China Light old	b. 10.9
Do. Light new	b. 10.80
China Provident	s. 12
Dairy Farmers	n. 26
Electric H.K.	b. 23
Electric Macao	n. 30
Hongkong Ropes	b. 25
H.K. Tramways	n. 13 1/2
Peak Trams, old	b. 9
Do. new	b. 1
Steam Laundries	b. 7
Steel Foundries	b. 104
Water-boat	b. 15
Watsons	b. 7.80
Wm. Powells	b. 18
W. Semans	b. 66

Lands, Hotels & Building.

Centrals	b. 142
H.K. Hotels	b. 195
H.K. Lands	s. 211
H. Phillips-Eat.	s. 11
A'loon Lands	b. 35
H. Reclamations	b. 122
West Points	b. 60

PASSENGERS DEPARTED.

OFFICIAL PRICES.

Banks.

Lau Kung Mews.

Orionts.

Shai Cottons.

Yangtzepeos.

Cotton Mills.

Ewos.

Kung Yiks.

Lau Kung Mews.

Shai Cottons.

Yangtzepeos.

Miscellaneous.

Cements.

China Light old.

China Provident.

Dairy Farmers.

Electric H.K.

Electric Macao.

Hongkong Ropes.

H.K. Tramways.

Peak Trams, old.

Do. new.

Steam Laundries.

Steel Foundries.

Water-boat.

Watsons.

Wm. Powells.

W. Semans.

Hongkong, July 2, 1921.

Hongkong, July 2, 1921.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING— HONGKONG HOTEL

(Repulse Bay) PENINSULA HOTEL (Kowloon) (under construction)

HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE (Pedder Street)

REPULSE BAY GARAGE

PROPRIETORS: THE HONGKONG HOTEL CO., LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION, ELECTRIC LIFTS AND LIGHTING, TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Telegraphic Address: "VICTORIA J. WITCHELL, Manager.

"GODLESS MEN" 7 parts.

"SIMPLE SOULS."

ENTERTAINMENT

THE PICK OF THE PICTURE TO-NIGHT

at 2.30, 5.15, 7.15 and 9.15

at 5.15 and 9.15 p.m.

BLANCHE SMITH